



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2003-14

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2003-01

2002-26-02		Univair	Alon A-2, A2-A, ERCO 415-C, 415-CD, 415-D, 415-E, 415-G, Forney F-1, F-1A, and Mooney M10
2002-26-05	S 2002-11-03	Air Tractor	AT-502, AT-502A, AT-502B, and AT-503A
2003-01-01	S 2000-26-16	Raytheon Aircraft	A36, B36TC, 58, 36, A36TC, and 58A
2003-01-03		Hartzell Propeller	Propeller: ()HC-()2Y()-()

Biweekly 2003-02

2002-13-05 R1	R	MD Helicopters, Inc.	Rotorcraft: 369D, 369E, 369F, 369FF
2003-01-04		Bell Helicopter Textron	Rotorcraft: 205B, 212, 204B, 205A, and 205A-1
2003-02-03		Raytheon Aircraft	65-90, 65-A90, B90, C90, C90A, 65-A90-1 (U-21A), 65-A90-1 (U-21G), 65-A90-2 (RU-21B), 65-A90-3 (RU-21C), 65-A90-4 (RU-21E), E90, F90, H90 (T-44A), 99, 99A, A99A, B99, C99, 100, A100, A100 (U-21F), A100-1 (U-21J), A200 (C-12A), (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (C-12F), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B100, 200, B200, 200C, B200C, B200C (C-12F), B200C (C-12R), B200C (UC-12F), B200C (UC-12M), 200CT, B200CT, 200T, B200T, 300, B300, B300C, and 2000
2003-02-05		Eurocopter France	Rotorcraft: AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2003-02-06		Bell Helicopter Textron Canada	Rotorcraft: 407

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2003-01-01	COR, S 2000-26-16	Raytheon Aircraft Company	A36, B36TC, 58, 36, A36TC, and 58A
2003-03-11		Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft System
2003-03-12		Turbomeca S.A	Engine: Arriel 1 A2, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E2, 1 K, 1 K1, 1 S, 1 S1 and Arriel 2 B, 2 B1, 2 C, 2 C1, 2 S1 Series Turboshift Z-242L
2003-03-13		Moravan A.S.	P-180
2003-03-14		Piaggio Aero Industries S.p.A.	1900, 1900C, and 1900D
2003-03-18	E	Raytheon Aircraft Company	1900, 1900C, and 1900D
2003-03-18	FR, COR	Raytheon Aircraft Company	Propeller: HC-C2YR-4CF
2003-03-20		Hartzell Propeller Inc.	Engine: PW530A, PW535A, and PW545A Turbofan
2003-03-21		Pratt & Whitney Canada	

Biweekly 2003-04

2003-03-18	FR, COR	Raytheon	1900, 1900C, and 1900D
2003-04-02	S 98-12-10 99-21-23	Apex Aircraft	CAP 10B
2003-04-03		SOCATA	TB 9, TB 10, TB 20, TB 21, and TB 200
2003-04-04		Robinson Helicopter	Rotorcraft: R22
2003-04-05		Robinson Helicopter	Rotorcraft: R44
2003-04-07		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream 3201
2003-04-08		Piaggio Aero	P-180
ERRATA		Honeywell	Appliance: Pages 3 & 4 of AD Summary Book 4

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Biweekly 2003-05			
2002-25-51	FR, COR, S 2002-17-51	Agusta S.p.A.	Rotorcraft: A109E
2003-04-06		Honeywell	Appliance: Honeywell Primus II RNZ-850/-851 Integrated Navigation Unit
2003-04-12		Bell Helicopter Textron Canada	Rotorcraft: 427
2003-04-13		Eurocopter France	Rotorcraft: SA341G and SA342J
2003-04-14		Bell Helicopter Textron Canada	Rotorcraft: 427
2003-04-15		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B and C
2003-04-23		Hartzell Propeller Inc.	Propeller: HC-B3TN-5()
2003-04-26		Raytheon Aircraft Company	1900D
2003-05-01	S 2002-18-51	Wytownia Sprzetu Komunikacyjnego PZL- Rzeszow	Engine: 6A-350-C1, -C1A, -C1L, -C1R, -C2, -C2A, and 4A-235 Series Reciprocating
Biweekly 2003-06			
2003-05-02		Lindstrand Balloons Ltd.	Appliance: Fuel Hoses
2003-05-03	COR, S 2000-06-10	Bell Helicopter Textron Canada	Rotorcraft: 407
2003-05-05		Robert E. Rust	DH.C1 Chipmunk 21, 22, and 22A
2003-05-06		Robert E. Rust	DH.C1 Chipmunk 21, 22, and 22A
2003-05-11	S 2002-23-51	Bell Helicopter Textron Canada	Rotorcraft: 407
2003-06-01	S 2002-13-02	Air Tractor, Inc.	AT-300, AT-301, AT-302, AT-400A, and AT-400
Biweekly 2003-07			
2003-06-02		Hartzell Propeller Inc.	Propeller: HC-C2Y(K,R)-1BF/F8477-4
2003-06-07	S 2002-05-04	Socata-Groupe Aerospatiale	MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 150T, and Rallye 150ST
2003-06-08		Dornier-Werke G.m.b.H.	Do 27 Q-6
2003-07-01	S 2000-11-16	Quality Aerospace, Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S2R-R1340, S2R-R3S, S2R-T11, S2RHG-T34
2003-07-03		Twin Commander Aircraft Corp.	690D, 695A, and 695B
2003-07-04		Air Tractor, Inc.	AT-300, AT-400, AT-400A, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-502, and AT-502B
2003-07-05		Stemme GmbH & Co. KG	Sailplane: S10 and S10-V
2003-07-06		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101, Jetstream 3201
2003-07-09		Raytheon Aircraft Company	390
Biweekly 2003-08			
2003-07-10		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2003-08-04		Eurocopter France	Rotorcraft: EC120B
2003-08-05		Eurocopter France	Rotorcraft: AS350B3
2003-08-06		Eurocopter France	Rotorcraft: AS350B, B1, B2, BA, and D
2003-08-07		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, and 230
2003-08-51	E	MD Helicopter, Inc	Rotorcraft: 369A, D, E, H, HE, HM, HS, F, and FF
Biweekly 2003-09			
2001-13-03 R1	R	Kaman Aerospace Corporation	Rotorcraft: K-1200
2003-08-53	E, S 2000-10-08, 2000-10-08R1	Eurocopter France	Rotorcraft: SA-365N1, AS365-N2, AS 365 N3, and SA-366G1
2003-09-01		Pilatus Aircraft	PC-6
2003-09-05		Schweizer Aircraft Corporation	Rotorcraft: 269D
2003-09-09	S 2002-09-13	Cessna Aircraft	441, F406
2003-09-11		Pilatus Aircraft	PC-12 and PC-12/45

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2003-10			
94-20-04 R2	R	Raytheon Aircraft Company	C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, and V35B
2003-09-10		Raytheon Aircraft Company	390
2003-09-12		Raytheon Aircraft Company	1900D
2003-09-13		The New Piper Aircraft	PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250
2003-10-05		Raytheon Aircraft Company	390
Biweekly 2003-11			
2003-11-08		Turbomeca S.A.	Engine: Arriel -1B, -1D, and -1D1 Series Turboshaft
2003-11-09	COR	Turbomeca	Engine: Turmo IV A and IV C Series Turboshaft
2003-11-10		Turbomeca S.A.	Engine: Arrius -2F Turboshaft
Biweekly 2003-12			
2003-08-53	FR, S 2000-10-08, 2000-10-08R1	Eurocopter France	Rotorcraft: SA-365N1, AS365N-2, AS 365 N3, and SA-366G1
2003-11-09	COR	Turbomeca	Engine: Turmo IV A and IV C Series Turboshaft
2003-11-12	S 2003-03-13	Moravan A.S.	Z-242L
2003-11-13		Eurocopter France	Rotorcraft: AS332C, L, and L1
2003-11-14		The New Piper Aircraft, Inc.	PA-34-200T, PA-34-220-T, PA-44-180, and PA-44-180T
2003-11-17		Pilatus Aircraft Company Ltd.	PC-12 and PC-12/45
2003-11-21		Eurocopter France	Rotorcraft: AS332 C, L, and L1
2003-12-05	S 97-06-16	McCauley Propeller Systems	Propeller: 1A103/TCM Series
Biweekly 2003-13			
97-18-02 R1	R	Hartzell Propeller Inc.	Propeller: ()HC-() (2,3)(X,V)() - ()
2003-12-13		Agusta S.p.A.	Rotorcraft: A109K2
2003-12-14		Turbomeca S.A.	Engine: Arriel 1 A, 1 A1, 1 A2, 1 B, 1 C, 1 C1, 1 C2, 1 D, 1 D1, 1 E, 1 E2, 1 K, 1 K1, 1 S, and 1 S1 Turboshaft
2003-13-04		Pilatus Aircraft LTD.	PC-6
2003-13-05		Iniziativa Industriali Italiane S.p.A.	Sky Arrow 650 TC and 650 TCN
2003-13-06		Iniziativa Industriali Italiane S.p.A.	Sky Arrow 650 and Sky Arrow 650 TCN
2003-13-51	E	MD Helicopter, Inc.	Rotorcraft: MD900
Biweekly 2003-14			
97-18-02R1	COR, R	Hartzell Propeller	Propeller: ()HC-() (2,3)(X,V)()-() Series and HA-A2V20-1B Series
2003-08-51	FR	MD Helicopters, Inc.	Rotorcraft: 369A, D, E, H, HE, HM, HS, F, and FF
2003-13-07		Short Brothers and Harland Ltd.	SC-7 Series 2 and SC-7 Series 3
2003-13-08		Goodrich Avionics Systems, Inc.	Appliance: TAWS8000 Terrain Awareness Warning System (TAWS)
2003-13-10		Rolls-Royce Corporation	Engine:250-C30R/3, -C30R/3M, -C47B, and -C47M Turboshaft
2003-13-13		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, and 222U
2003-13-14		Bell Helicopter Textron Canada	Rotorcraft: 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4
2003-13-15	S 2001-25-52	Schweizer Aircraft Corporation	Rotorcraft: 269A, 269A-1, 269B, 269C, and TH-55A
2003-13-16		Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90 (T-44A), 100, A100, A100 (U-21F), A100-1 (U-21J), A200 (C-12A) and (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (C-12F), B200C (C-12F), A200CT (FWC-12D), A200CT (RC-12D), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B100, B200C, 200C, B200C (C-12F), B200C (C-12R), B200C (UC-12F), B200C (UC-12M)
2003-13-17		Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers	Propeller: See Ad

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Biweekly 2003-14 continued			
2003-14-03	S 98-18-12	Textron Lycoming	Engine: IO-320, LIO-320, IO-360, HIO-360, TIO-360, LTIO-360, GO-435, GO-480, IGO-480-A1B6, IO-540, IGO-540, AEIO-540, HIO-540, TIO-540, LTIO-540, TIGO-541, IO-720, and TIO-720 Reciprocating
2003-14-51	E, S 2003-13-51	MD Helicopters, Inc.	Rotorcraft: MD900

BW 2003-14

**HARTZELL PROPELLER INC.
AIRWORTHINESS DIRECTIVE
PROPELLER
REVISION**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: July 8, 2003 (Volume 68, Number 130); Page 40487;*
www.access.gpo.gov/su_docs/aces/aces140.html]

97-18-02R1 Hartzell Propeller Inc.: Amendment 39-13212. Docket No. 96-ANE-40-AD. Revises AD 97-18-02, Amendment 39-10112

Applicability: This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. ()HC-() (2,3)(X,V)()-() series and HA-A2V20-1B series propellers with aluminum blades. These propellers are installed on but not limited to the aircraft listed in the following Table 1:

TABLE 1.—AFFECTED AIRCRAFT

Manufacturer	Aircraft model
Aero Commander (Twin Commander).	500; 500A; 500B, 500S, and 500U; 520; 560; 560A, 560E; 680, 680E, 720; 680F, 680FP, 680FL, 680FLR; B1 (CALLAIR).
Aeromere	FALCO F.8.L.
Aeronautica Macchi	AL60-F5; AM-3.
Bauger	SAIL PLANE.
Beech	35 SERIES BONANZA; 35-C33 DEBONAIR; 35-C33A, E33A, F33A; 50 SERIES TWIN BONANZA; 58P, 58TC BARON; 95-55, 95-A55, 95-B55 BARON; 65, A65, 65-(B)80, 65-A80, A65-8200, 70.
Bellanca	14-13; 14-19; 14-19-2; 14-19-3; 7GCA, 7GCB, 7GCC; DW-1 EAGLE.
Camair	480.
Cessna	170; 170A; 172 SKYHAWK; 175; 180, A, B, C, D, E, F, G, H; 182, A, B, C, D, E, G, H, J, K, L, M; 210, A, B, C, 5, 5A; 310, A, B, C, D, E, F, G, H, E310H; 320, 320-1 SKYKNIGHT; 320A, 320B; 402 BUSINESSLINER; 411; WREN 460; WREN 460H, J, K, L, M.
deHavilland	DH104 DOVE; DH114 HERON.
Dornier	DO27Q-6; DO28A-1; DO28B-1.
Fuji	T-3, LM-2.
GAF—Gov't. Aircraft Factories	N22B, N24A, N22S, N22C.
Goodyear	(Loral); GA22A GOODYEAR BLIMP; GZ19, 19A GOODYEAR BLIMP.
Great Lakes	2T-1A-2.
Grumman	G44, G44A WIDGEON; G21C, D GOOSE.
Helio	H-391 COURIER; H-391B COURIER; H-395A COURIER.
Luscombe	11; 11A.
Mooney	M20.

Multitech (Temco)	D16 TWIN NAVION; D16A TWIN NAVION.
Nardi	FN-333.
Navion	NAVION B; NAVION, NAVION A.
Pacific Aerospace (Fletcher)	FU-24, FU-24A.
Piaggio	P-149D; P136-L1 ROYAL GULL; P136-L2 ROYAL GULL; P149D; P166 ROYAL GULL.
Pilatus	PC-3; PC-6; PC-6-H1, -H2 PORTER.
Piper	PA-E23-250 AZTEC; PA14 FAMILY CRUISER; PA18(A)(S)-150 SUPER CUB; PA18A-150 SUPER CUB; PA22-150, PA22S-150 TRIPACER; PA23 SERIES APACHE; PA23-160 APACHE; PA23-235 AZTEC; PA23-250 AZTEC; PA24-250 COMANCHE; PA24-400 COMANCHE; PA24S COMANCHE; PA28 CHEROKEE; PA28-140 CHEROKEE.
Prop Jets Inc.	200; 200A,B,C.
Republic (STOL Amphibian)	RC3 SEABEE.
Scottish Aviation (BAE)	B.206 SERIES 2 BEAGLE.
Stinson	L-5; 108, -1, -2, -3; 108-2-3.
Sud Aviation (SOCATA)	GY.80-150 GARDAN; GY.80-160 GARDAN HORIZON.
Swift	GC-1B.
Taylorcraft	20.
Texas Bullet	205.
Windecker	EAGLE.

Note 1: The above is not a complete list of aircraft which may contain the affected Hartzell Propeller Inc. ()HC-()(2,3)(X,V)()-() series and HA-A2V20-1B series propellers with aluminum blades because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Note 2: The parentheses that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

Note 3: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To prevent blade separation due to cracked blades, hubs, or blade clamps, which can result in loss of control of the airplane, accomplish the following:

Hartzell Propeller Models With Hub Models ()HC-(1,4,5,8)(2,3)(X,V)()-()

(a) On Hartzell propeller models with hub models ()HC-(1,4,5,8)(2,3)(X,V)()-() perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a dye penetrant inspection of the blade internal bearing bore, and a visual and magnetic particle inspection of the blade clamp and of the hub. The initial inspection is required within the following:

(i) 1,000 hours time-since-new (TSN) for propellers with less than 900 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(ii) 100 hours time in service (TIS) for propellers with 900 or more hours TSN, or unknown TSN, on September 11, 1997, provided that the initial inspections are performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 500 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform a repetitive visual and magnetic particle inspection of the hub. This repetitive hub inspection is required at intervals not to exceed 250 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(4) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

Hartzell Propeller Models With Hub Models ()HC-(A,D)(2,3)(X,V)()-(), and HA-A2V20-1B, Except HC-A3VF-7()

(b) On Hartzell propeller models With hub models ()HC-(A,D)(2,3)(X,V)()-(), and HA-A2V20-1B, except HC-A3VF-7(), perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a visual and magnetic particle inspection of the blade clamp, and a dye penetrant inspection of the blade internal bearing bore. The initial inspection is required within the following:

(i) 1,000 hours TSN for propellers with less than 800 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later; or

(ii) 200 hours TIS for propellers with 800 or more hours TSN, or unknown TSN, on September 11, 1997, provided that the initial inspections are performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 500 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

Hartzell Propeller Models with Hub Models HC-A3VF-7()

(c) On Hartzell propeller models with hub models HC-A3VF-7(), perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a visual and magnetic particle inspection of the blade clamp, and a dye penetrant inspection of the blade internal bearing bore. The initial inspection is required within the following:

(i) 3,000 hours TSN for propellers that have never been overhauled and have less than 2,500 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(ii) 3,000 hours TIS since last overhaul for propellers that have been overhauled but have less than 2,500 hours TIS since last overhaul on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TIS since last overhaul or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(iii) 500 hours TIS, for propellers that have never been overhauled and have 2,500 or more hours TSN on September 11, 1997, or propellers which have been overhauled and have 2,500 or more hours TIS since last overhaul on September 11, 1997, or propellers with unknown TSN, provided that the initial inspections were performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 3,000 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

(d) The initial inspection of the internal blade bearing bore required by paragraph (a)(1), (b)(1), or (c)(1) of this AD need not be done again if previously done in accordance with page 4 of Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997.

(e) If not previously done, shot peen the propeller blade shank area during the initial inspection required by paragraph (a)(1), (b)(1), or (c)(1) of this AD, as appropriate, and perform the shot peening in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997. Re-shot peening of the propeller blade shank area during the initial or repetitive inspections required by paragraph (a)(1), (b)(1), or (c)(1) or (a)(2), (b)(2), or (c)(2) of this AD, as appropriate, is required only if the propeller blade shank area has been repaired or has excessive wear or damage in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997.

Reporting Requirements

(f) Report inspection results to the Manager, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018, within 15 working days of the inspection. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Optional Terminating Action

(g) Replacement of affected propellers with, or modification to Hartzell Propeller Inc. model "MV" series propellers constitutes terminating action for the initial and repetitive inspections specified in paragraphs (a) through (e) of this AD. The Hartzell "MV" series of propellers were certified as Hartzell propeller models ()HC-()(2,3)MV()-() and HA-A2MV20-1. Information on modifying the propellers may be found in Hartzell SB No.'s HC-SB-61-232, dated March 20, 1998, and HC-SB-61-233, dated April 17, 1998.

Alternative Methods of Compliance

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office. Compliance with Hartzell SB No. HC-SB-61-217, Revision 2, dated October 7, 1999, is an alternative method of compliance to Hartzell SB No. HC-SB-61-217, Revision 1.

Note 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(i) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(j) The inspections and replacements with serviceable parts must be done in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-217, Revision 1, dated July 11, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 11, 1997 (62 FR 45309). Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634, ATTN: Product Support; telephone (937) 778-4200, fax (937) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on July 31, 2003.

Issued in Burlington, Massachusetts, on June 19, 2003.

Robert G. Mann,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-15991 Filed 6-25-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-14

**MD HELICOPTERS, INC.
AIRWORTHINESS DIRECTIVE
FINAL RULE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-08-51 MD Helicopters, Inc.: Amendment 39-13215. Docket No. 2003-SW-17-AD.

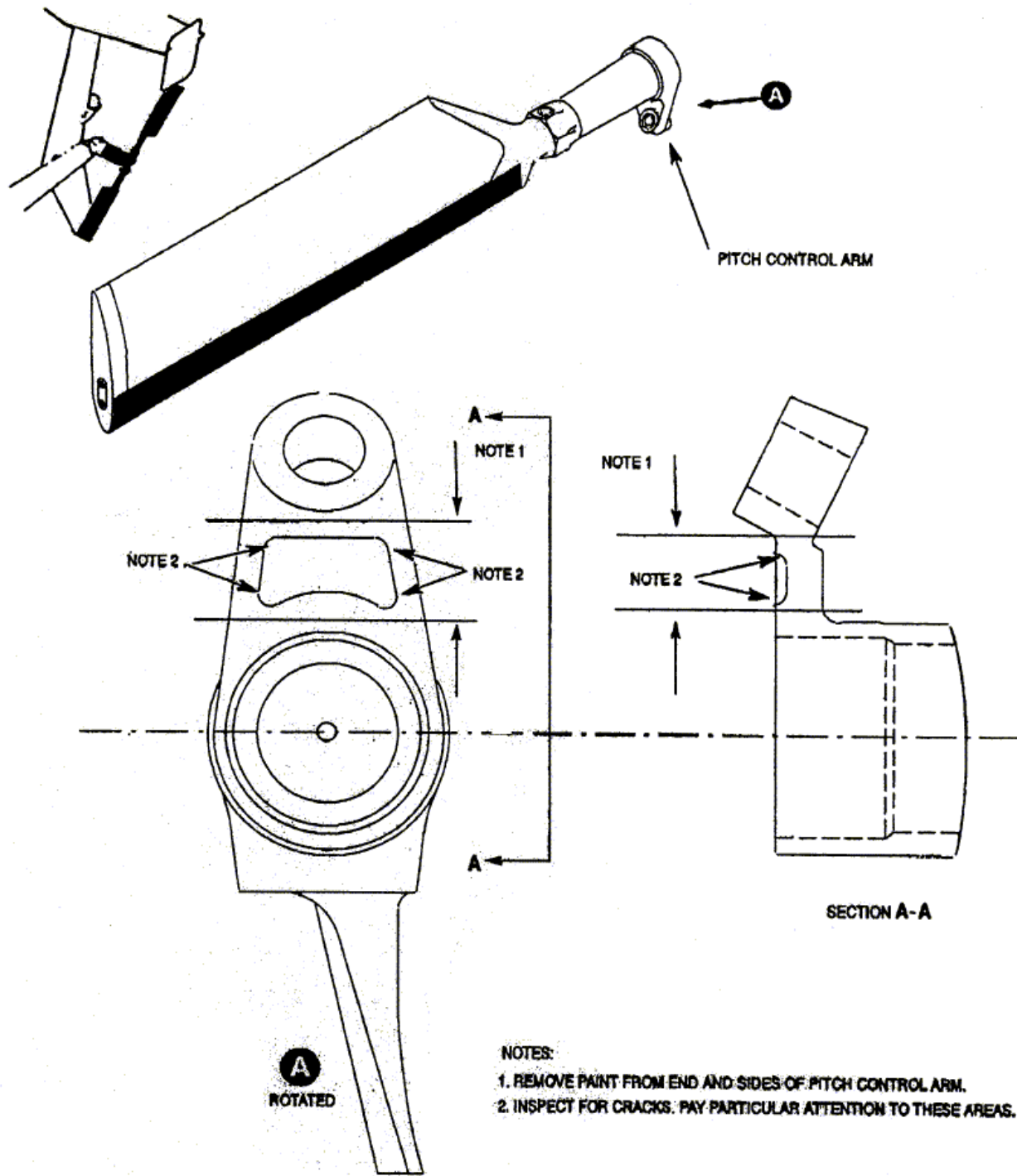
Applicability: Model 369A, D, E, H, HE, HM, HS, F, and FF helicopters, with tail rotor blades, part number (P/N) 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, or 500P3500-701, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a tail rotor blade pitch horn (pitch horn) from separating from the tail rotor blade, leading to an unbalanced condition, vibration, loss of tail rotor pitch control, and loss of directional control of the helicopter, accomplish the following:

(a) This airworthiness directive (AD) establishes a new retirement life of 400 hours time-in-service (TIS) for the tail rotor blades listed in the Applicability section. For helicopters with an affected tail rotor blade installed that has 390 through 700 hours TIS, remove and replace the tail rotor blade with an airworthy tail rotor blade within 10 hours TIS.

(b) Before further flight, perform a one-time visual inspection of each pitch horn for a crack or corrosion in the area indicated by Note 2 in Figure 1 of this AD. Paint removal in accordance with Note 1 of Figure 1 of this AD is not required for the visual inspection.



88-815

Figure 1. Tail Rotor Blade Assembly Inspection

(c) Revise the helicopter Airworthiness Limitations section of the maintenance manual by making pen-and-ink changes to indicate the new retirement life of 400 hours TIS for the tail rotor blades, P/N 369D21640-501, 369D21641-501, 369D21642-501, 369D21643-501, 500P3100-101, 500P3100-301, 500P3300-501, and 500P3500-70.

(d) For helicopters with a tail rotor blade installed that has more than 700 hours TIS, a one-time special flight permit to fly it to a repair facility may be issued only upon completion of an eddy current surface scan of each affected pitch horn (see Figure 1 of this AD). Paint removal in accordance with Note 1 of the Figure 1 of this AD IS required for the surface scan. If a crack is found, remove the tail rotor blade and replace it with an airworthy tail rotor blade before further flight.

(e) Within 24 hours after completing the requirements of this Emergency AD, report the information requested in Appendix A for all tail rotor blades listed in the Applicability section, including the tail rotor blades that were removed as a result of this AD. Report the information to: Manager, Los Angeles Aircraft Certification Office, ATTN: Fred Guerin, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232. Reports may also be faxed to (562) 627-5210 or emailed to fred.guerin@faa.gov.

(f) Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(h) This amendment becomes effective on July 17, 2003, to all persons except those persons to whom it was made immediately effective by Emergency AD 2003-08-51, issued April 15, 2003, which contained the requirements of this amendment.

Appendix A–Tail Rotor Blade Inspection (Sample Format)

Send within 24 hours to:

Manager, Los Angeles Aircraft Certification Office, ATTN: Fred Guerin, 3960 Paramount Blvd.,
Lakewood, California 90712.

Fax: (562) 627-5210.

Email: fred.guerin@faa.gov.

Date:

Operator or Company Name:

Name of Contact Person:

Address:

Telephone:

Fax:

Aircraft Serial Number:

Aircraft Registration Number:

Estimated average flight hours per year:

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

T/R Blade Part Number: Serial Number: Total Time:

Crack found? (Yes/No): Corrosion Found? (Yes/No)

Comments/Additional Information:

Issued in Fort Worth, Texas, on June 3, 2003.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-16687 Filed 7-1-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-14

**SHORT BROTHERS AND HARLAND LTD.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-13-07 Short Brothers and Harland Ltd.: Amendment 39-13207; Docket No. 2003-CE-15-AD.

(a) *What airplanes are affected by this AD?* This AD affects Models SC-7 Series 2 and SC-7 Series 3 airplanes, all serial numbers, that are certificated in any category.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent failure of any flight control system rod caused by cracks or corrosion. Such failure could lead to complete failure of the flight control system with consequent loss of control of the airplane.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect all flight control system rods for cracks and corrosion damage.	Initially inspect within the next 3 months after August 11, 2003 (the effective date of this AD or within 24 months after the last inspection accomplished in accordance with Shorts Service Bulletin 27-74 (any revision level), whichever occurs later, unless already accomplished. Repetitively inspect thereafter at intervals not to exceed 24 months.	In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27FEB/03.
(2) If corrosion is found during any inspection that does not exceed the limits specified in Shorts Service Bulletin 27-77, repair the corrosion damage on the affected flight control rod.	Prior to further flight after the inspection where the damage is found.	In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27FEB/03.

(3) If any crack is found or if corrosion damage that exceeds the limits specified in Shorts Service Bulletin 27-77 is found during any inspection required by this AD, replace the affected flight control rod.	Prior to further flight after the inspection where the damage or cracks are found.	In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27FEB/03.
(4) Do not install any used flight control rod on any affected airplane unless it has been inspected and found to be corrosion and crack free as specified in this AD. Then repetitively inspect as required in paragraph (d)(1) of this AD.	As of August 11, 2003 (the effective date of this AD).	In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27FEB/03.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Standards Office, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Shorts Service Bulletin Number 27-77, Original Issue February 27, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Short Brothers PLC, P.O. Box 241, Airport Road, Belfast BT3 9DZ Northern Ireland; telephone: +44 (0) 28 9045 8444; facsimile: +44 (0) 28 9073 3396. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note: The United Kingdom Civil Airworthiness Authority (CAA) classified Shorts Service Bulletin Number 27-77, Original Issue 27/FEB/03, as mandatory. The CAA classifying a service bulletin as mandatory is the equivalent for airplanes on the British registry as an AD is for airplanes on the U.S. registry.

(g) *When does this amendment become effective?* This amendment becomes effective on August 11, 2003.

Issued in Kansas City, Missouri, on June 16, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-15853 Filed 6-27-03; 8:45 am]
BILLING CODE 4910-13-P

**GOODRICH AVIONICS SYSTEMS, INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-13-08 Goodrich Avionics Systems, Inc.: Amendment 39-13208; Docket No. 2003-CE-25-AD.

(a) *What airplanes are affected by this AD?* Any Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, that incorporates hardware "Mod None", "Mod A", or "Mod B", that is installed in, but not limited to, the following airplanes that are certificated in any category. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550.
DASSAULT AVIATION	Mystere-Falcon 20 series.
Gulfstream Aerospace LP	1125 Westwind Astra.
Raytheon Aircraft Company	100, 200, 300, 400A, and F90.
Sabreliner Corporation	NA-265.
The New Piper Aircraft Inc	PA-42-1000.

(b) *Who must comply with this AD?* Anyone who wishes to operate any airplane with one of the above referenced Goodrich TAWS installed must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable attitude error. Such a condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware "Mod None", "Mod A", or "Mod B") installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of this AD), unless already accomplished.	In accordance with Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, and the applicable installation manual.

(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, then remove the TAWS8000 TAWS and cap and stow the connecting wires.	Before further flight after the inspection required in paragraph (d)(1) of this AD.	In accordance with Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, and the applicable installation manual.
(3) Do not install any TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware "Mod None", "Mod A", or "Mod B").	As of July 21, 2003 (the effective date of this AD).	Not Applicable.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Chicago Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago ACO, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE, Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may view this information at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on July 21, 2003.

Issued in Kansas City, Missouri, on June 18, 2003.
Michael K. Dahl,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-15854 Filed 6-27-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-14

**ROLLS-ROYCE CORPORATION
AIRWORTHINESS DIRECTIVE
ENGINE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-13-10 Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison): Amendment 39-13210. Docket No. 2003-NE-23-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 15, 2003.

Affected ADs

- (b) None.

Applicability

(c) This AD is applicable to Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) models 250-C30R/3, -C30R/3M, -C47B, and -C47M turboshaft engines. These engines are installed on, but not limited to, Bell OH-58D, Bell Helicopter Textron 407, Boeing AH/MH-6M, and MD Helicopters Inc. 600N helicopters.

Unsafe Condition

(d) This AD was prompted by an investigation by the National Transportation Safety Board that revealed that a potential undetected failure of the Power Lever Angle (PLA) potentiometer electrical signal could cause uncommanded and sudden changes in engine power. The actions specified in this AD are intended to prevent uncommanded and sudden changes in engine power.

Compliance

- (e) Compliance with this AD is required as indicated, unless already done.

Initial Inspection

(f) Perform an initial electrical signal inspection of the hydromechanical unit (HMU) PLA potentiometer, within 50 flight hours after the effective date of this AD, but no later than July 15, 2003, in accordance with paragraph 2.B. of the Accomplishment Instructions of Rolls-Royce Corporation combined service bulletin (SB) No. CEB A-73-3103 (250-C30 engines), or CEB A-73-6030 (250-C47 engines), Revision 3, dated June 5, 2003.

(g) Replace the HMU before further flight if the electrical signal inspection result is unacceptable.

Repetitive Inspections

(h) Thereafter, perform repetitive electrical signal inspections of the HMU PLA potentiometer within 300 flight hours of the previous inspection, in accordance with section 2.B. of the Accomplishment Instructions of Rolls-Royce Corporation combined SB No. CEB A-73-3103 (250-C30 engines), or CEB A-73-6030 (250-C47 engines), Revision 3, dated June 5, 2003.

(i) Replace the HMU before further flight if the electrical signal inspection is unacceptable.

Alternative Methods of Compliance

(j) Alternative methods of compliance must be requested in accordance with 14 CFR part 39.19, and must be approved by the Manager, Chicago Aircraft Certification Office, FAA.

Material Incorporated by Reference

(k) The inspections in this AD must be done in accordance with section 2.B. of the Accomplishment Instructions of Rolls-Royce Corporation combined Service Bulletin (SB) CEB A-73-3103 (250-C30 engines) and CEB A-73-6030 (250-C47 engines), Revision 3, dated June 5, 2003. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206-0420; telephone (317) 230-6400; fax (317) 230-4243. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Related Information

(l) None.

Issued in Burlington, Massachusetts, on June 19, 2003.

Robert G. Mann,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-15993 Filed 6-27-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-14

**BELL HELICOPTER TEXTRON CANADA
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-13-13 Bell Helicopter Textron Canada: Amendment 39-13214. Docket No. 2002-SW-27-AD.

Applicability: Model 222, 222B, and 222U helicopters, with a magnetic brake, part number (P/N) 204-001-376-105 or -107, installed, that was manufactured by Memcor Truohm, Inc. as P/N MP498-105 or -107, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 100 hours time in service and before installation of any affected magnetic brake, unless accomplished previously.

To detect loose adjustable stop screws that could result in limiting the travel of the cyclic and collective arm assembly, and subsequent loss of control of the helicopter:

(a) Inspect and, if necessary, repair, adjust, and apply slippage marks to the magnetic brake assembly in accordance with the Accomplishment Instructions, paragraphs 5. through 11. in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-87, applicable to Model 222 and 222B helicopters, or ASB No. 222U-01-58, applicable to Model 222U helicopters, both dated January 19, 2001, except if damage to the arm assembly exceeds 0.030 inch (0.762 mm), replace the magnetic brake assembly with an airworthy magnetic brake assembly. Contacting the manufacturer is not required.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Safety Management Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) The actions referenced in paragraph (a) of this AD shall be done in accordance with Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-87, applicable to Model 222 and 222B helicopters, or ASB No. 222U-01-58, applicable to Model 222U helicopters, both dated January 19, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on August 12, 2003.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD CF-2002-17, dated March 4, 2002.

Issued in Fort Worth, Texas, on June 20, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-16688 Filed 7-7-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-14

BELL HELICOPTER TEXTRON CANADA AIRWORTHINESS DIRECTIVE SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-13-14 Bell Helicopter Textron Canada: Amendment 39-13216. Docket No. 2002-SW-01-AD.

Applicability: Model 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a chip detector indication, loss of a critical component, and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model 206A, 206A-1, 206B, and 206B-1 helicopters, within 60 days, perform a continuity test and repair the Eaton Tedeco chip detector (chip detector), part number (P/N) B3188B, installed in the transmission bottom case, in accordance with the "Test Procedure", Procedure B, and the "Repair Instructions" portions of the Tedeco Products Alert Service attached to Bell Helicopter Textron (BHTC) Alert Service Bulletin (ASB) No. 206-01-96, Revision A, dated May 7, 2001.

(b) For 206L, 206L-1, 206L-3, and 206L-4 helicopters:

(1) Within 60 days, perform a continuity test on, and also repair, the chip detector, P/N B3188B, installed in the transmission bottom case found on transmission assemblies, P/N 206-040-004-003, 206-040-004-005, 206-040-004-101, 206-040-004-107, 206-040-004-111, or 206-040-004-115, in accordance with the "Test Procedure", Procedure B, and the "Repair Instructions" portions of the Tedeco Products Alert Service Bulletin for affected P/N B3188B chip detectors, attached to BHTC ASB No. 206L-01-119, Revision A, dated May 7, 2001.

(2) Within 60 days, perform a continuity test and repair the chip detector, P/N B4093, installed in the transmission top case found on transmission assemblies, P/N 206-040-004-003, 206-040-004-005, 206-040-004-101, or 206-040-004-111, in accordance with the "Test Procedure", Procedure B, and the "Repair Instructions" portion of the Tedeco Products Alert Service Bulletin for the affected P/N B4093 chip detectors, attached to BHTC ASB No. 206L-01-119, Revision A, dated May 7, 2001.

(c) Within 300 hours time-in-service (TIS) after any chip detector is repaired, replace the chip detector with a reworked or new production airworthy chip detector.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Safety Management Group.

(e) Special flight permits will not be issued.

(f) Testing, repairing, and replacing chip detectors shall be done in accordance with Bell Helicopter Textron Canada Alert Service Bulletins No. 206-01-96, Revision A, and No. 206L-01-119, Revision A, both dated May 7, 2001. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on August 12, 2003.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-2001-33, dated August 24, 2001.

Issued in Fort Worth, Texas, on June 23, 2003.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. 03-16686 Filed 7-7-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2003-14

**SCHWEIZER AIRCRAFT CORPORATION
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-13-15 Schweizer Aircraft Corporation: Amendment 39-13217. Docket No. 2002-SW-25-AD. Supersedes AD 2001-25-52, Amendment 39-12726, Docket No. 2001-SW-58-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, and TH-55A helicopters, certificated in any category, with a tailboom support strut (strut) assembly, part number (P/N) 269A2015 or 269A2015-5; or with a center frame aft cluster fitting, P/N 269A2234 or 269A2235, and an aft cluster fitting listed in the following table:

Helicopter model number	Helicopter serial number	With aft cluster fitting, P/N
Model 269C	0570 through 1165	269A2234-3
Model 269C	0500 through 1165	269A2235-3
Model 269A, A-1, B, or C, or TH-55A	All	269A2234-3 or 269A2235-3

Exception: For the Model 269A, A-1, B, or C or TH-55A helicopters with Hughes-manufactured cluster fittings, P/N 269A2234-3 or P/N 269A2235-3, installed, if there is written documentation in the aircraft or manufacturer's records that shows the cluster fitting was originally sold by Hughes after June 1, 1988, the requirements of this AD are not applicable.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

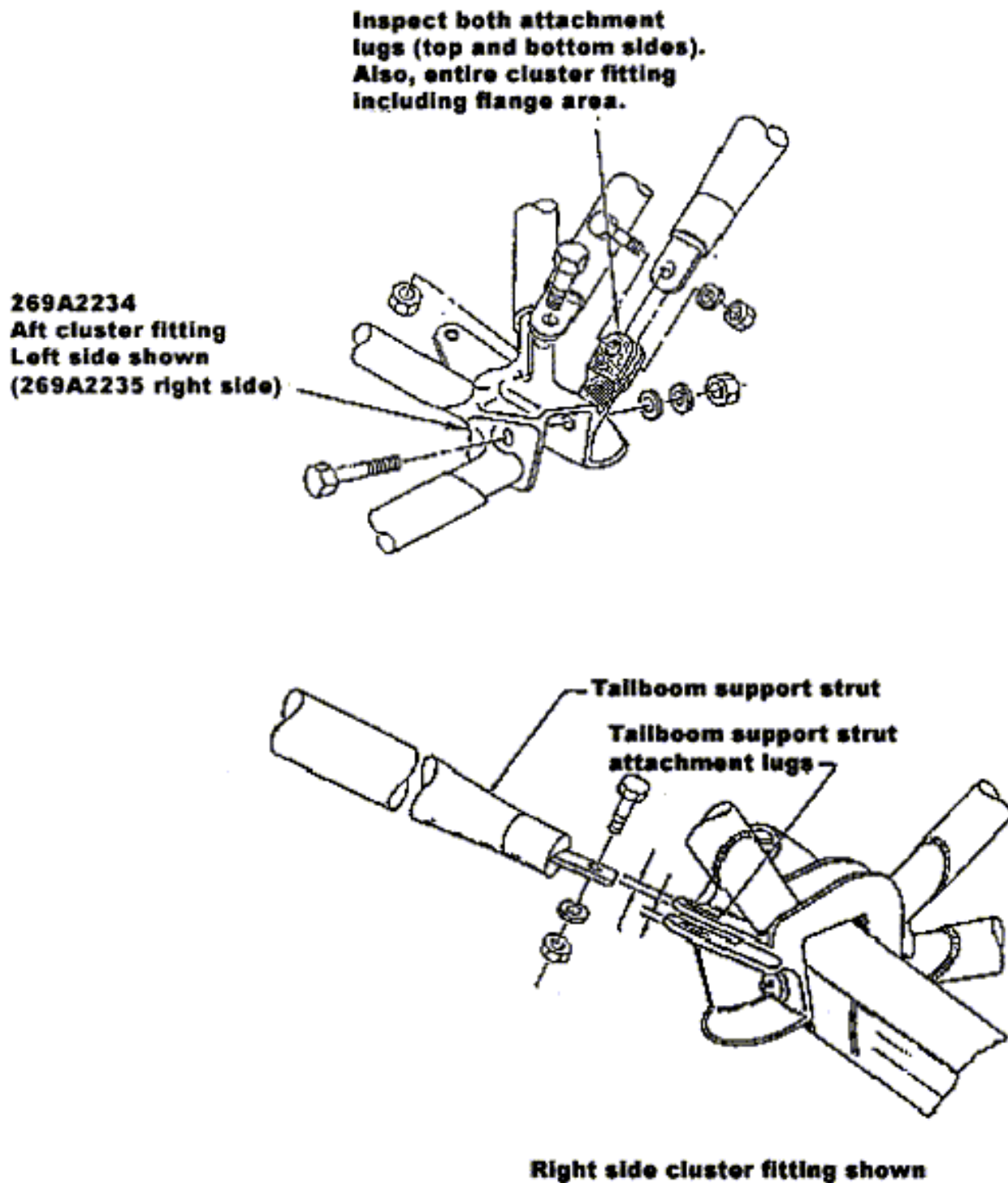
Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a tailboom support strut or lug on a cluster fitting, which could cause rotation of a tailboom into the main rotor blades, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 50 hours TIS, for helicopters with cluster fittings, P/N 269A2234 or P/N 269A2235:

(1) Using paint remover, remove paint from the lugs on each cluster fitting. Wash with water and dry. The tailboom support strut must be removed prior to the paint stripping.

(2) Dye-penetrant inspect the lugs on each cluster fitting. See the following Figure 1:



(3) If a crack is found, before further flight, replace the cracked cluster fitting with an airworthy cluster fitting.

(b) Cluster fittings, P/N 269A2234 and P/N 269A2235, that have NOT been modified with Kit P/N SA-269K-106-1, are NOT eligible replacement parts.

(c) Within 150 hours TIS or 6 months, whichever occurs first, replace each cluster fitting, P/N 269A2234 and P/N 269A2235, with an airworthy cluster fitting or modify each cluster fitting, P/N 269A2234 and P/N 269A2235, with Kit, P/N SA-269K-106-1. Installing the kit is terminating action for the 50-hour TIS repetitive dye-penetrant inspection for these cluster fittings. Broken or cracked cluster fittings are not eligible for the kit modification.

(d) For helicopters with strut assemblies, P/N 269A2015 or 269A2015-5, accomplish the following:

(1) At intervals not to exceed 50 hours TIS:

(i) Remove the strut assemblies, P/N 269A2015 or P/N 269A2015-5.

(ii) Visually inspect the strut aluminum end fittings for deformation or damage and dye-penetrant inspect the strut aluminum end fittings for a crack in accordance with Step II of Schweizer Service Information Notice No. N-109.2, dated September 1, 1976 (SIN N-109.2).

(iii) If deformation, damage, or a crack is found, before further flight, modify the strut assemblies by replacing the aluminum end fittings with stainless steel end fittings, P/N 269A2017-3 and -5, and attach bolts in accordance with Step III of SIN N-109.2; or replace each strut assembly P/N 269A2015 with P/N 269A2015-9, and replace each strut assembly P/N 269A2015-5 with P/N 269A2015-11.

(2) Within 500 hours TIS or one year, whichever occurs first, modify or replace the strut assemblies in accordance with paragraph (d)(1)(iii) of this AD.

(e) For the Model 269C helicopters, within 100 hours TIS, serialize each strut assembly, P/N 269A2015-5 and P/N 269A2015-11, in accordance with Schweizer Service Information Notice No. N-108, dated May 21, 1973.

(f) Within 25 hours TIS or 60 days, whichever occurs first, for cluster fittings, P/N 269A2234-3 and P/N 269A2235-3, perform a one-time inspection and repair, if required, in accordance with Procedures, Part II of Schweizer Service Bulletin No. B-277, dated January 25, 2002.

(g) Before further flight, replace any cluster fitting that is cracked or has surface defects beyond rework limits with an airworthy cluster fitting.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (NYACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, NYACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the NYACO.

(i) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(j) The inspections, modifications, replacements and serializations shall be done in accordance with Schweizer Service Information Notice No. N-109.2, dated September 1, 1976; Schweizer Service Information Notice No. N-108, dated May 21, 1973; and Schweizer Service Bulletin No. B-277, dated January 25, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on August 12, 2003.

Issued in Fort Worth, Texas, on June 24, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-16685 Filed 7-7-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-14

**RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-13-16 Raytheon Aircraft Company: Amendment 39-13218; Docket No. 2002-CE-45-AD.

(a) *What airplanes are affected by this AD?* This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial numbers
(1) 65-90, 65-A90, B90, C90, and C90A	LJ-1 through LJ-1287, LJ-1289 through LJ-1294, and LJ-1296 through LJ-1299.
(2) E90	LW-1 through LW-347.
(3) F90	LA-2 through LA-236.
(4) H90 (T-44A)	LL-1 through LL-61.
(5) 100 and A100	B-2 through B-89, B-93, and B-100 through B-247.
(6) A100 (U-21F)	B1, B-90 through B-92, and B-94 through B-99.
(7) A100-1 (U-21J)	BB-3 through BB-5.
(8) A200 (C-12A) and (C-12C)	BC-1 through BC-61, BC-62 through BC-75, and BD-1 through BD-30.
(9) A200C (UC-12B)	BJ-1 through BJ-66
(10) A200CT (C-12D)	BP-1, BP-19, and BP-24 through BP-51.
(11) A200CT (C-12F)	BP-52 through BP-63.
(12) B200C (C-12F)	BP-64 through BP-71, BL-73 through BL-112, and BL-118 through BL-123.
(13) A200CT (FWC-12D)	BP-7 through BP-11.
(14) A200CT (RC-12D)	GR-1 through GR-12.
(15) A200CT (RC-12G)	FC-1 through FC-3.
(16) A200CT (RC-12H)	GR-14 through GR-19.
(17) A200CT (RC-12K)	FE-1 through FE-9.
(18) A200CT (RC-12P)	FE-25 through FE-31, FE-33, and FE-35.
(19) A200CT (RC-12Q)	FE-32, F-34, and FE-36.
(20) B100	BE-1 through BE-137.
(21) B200C	BL-37 through BL-57, BL-61 through BL-72, and BL-124 through BL-138.
(22) 200C	BL-1 through BL-23, BL-26 through BL-36.
(23) B200C (C-12F)	BP-64 through BP-71, BL-73 through BL-112, and BL-118 through BL-123.
(24) B200C (C-12R)	BW-1 through BW-29.
(25) B200C (UC-12F)	BU 1 through BU10.
(26) B200C (UC-12M)	BV-1 through BV-10.

(27) B200CT and 200CT	BN-1 through BN-4.
(28) B200T and 200T	BT-1 through BT-34, and BB-1314.
(29) 200	BB-2, BB-6 through BB-185, BB-187 through BB-202, BB-204 through BB-269, BB-271 through BB-407, BB-409 through BB-468, BB-470 through BB-488, BB-490 through BB-509, BB-511 through BB-529, BB-531 through BB-550, BB-552 through BB-562, BB-564 through BB-572, BB-574 through BB-590, BB-592 through BB-608, BB-610 through BB-626, BB-628 through BB-646, BB-648 through BB-664, BB-666 through BB-694, BB-696 through BB-733, BB-735 through BB-792, BB-794 through BB-797, BB-799 through BB-822, BB-825 through BB-828, BB-830 through BB-853, BB-872, BB-873, BB-892, BB-893, and BB-912.
(30) B200	BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1051, BB-1053 through BB-1092, BB-1094, BB-1099 through BB-1104, BB-1106 through BB-1116, BB-1118 through BB-1184, BB-1186 through BB-1263, BB-1265 through BB-1288, BB-1290 through BB-1300, BB-1302 through BB-1313, BB-1315 through BB-1384, BB-1389 through BB-1425, BB-1427 through BB-1438, and BB-1440 through BB-1443.

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?* The actions specified by this AD are intended to detect and correct damage to the aft pressure bulkhead of the fuselage. Such damage could lead to fatigue failure of the bulkhead.

(d) *What actions must I accomplish to address this problem?* To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
(1) Inspect the forward side of the aft pressure bulkhead for scoring damage.	Within the next 6 calendar months after August 25, 2003 (the effective date of this AD), unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002.
(2) If scoring damage is found, repair as specified in the Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. As applicable, obtain a repair plan from Raytheon Aircraft Company through FAA at the address specified in paragraph (e) of this AD and incorporate this repair scheme.	Prior to further flight after the inspection required in paragraph (d)(1) of this AD, unless already accomplished.	In accordance with the Accomplishment Instructions of Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. As applicable, repair in accordance with a repair scheme obtained from Raytheon Aircraft Company. Obtain this repair scheme through FAA at the address specified in paragraph (e) of this AD.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Wichita Aircraft Certification Office (ACO). For information on any already approved alternative methods of compliance, contact Mr. Steven E. Potter, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4107.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No.: SB 53-3513, Rev. 1, dated: October 2002. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Raytheon Aircraft Company, 9709 E. Central, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) *When does this amendment become effective?* This amendment becomes effective on August 25, 2003.

Issued in Kansas City, Missouri, on June 25, 2003.

Dorenda D. Baker,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-16691 Filed 7-7-03; 8:45 am]

BILLING CODE 4910-13-P

BW 2003-14

**HARTZELL PROPELLER, INC., MCCAULEY PROPELLER SYSTEMS, SENSENICH
PROPELLER MANUFACTURING COMPANY, INC., AND RAYTHEON AIRCRAFT
COMPANY PROPELLERS**

**AIRWORTHINESS DIRECTIVE
PROPELLER**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

**2003-13-17 Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller
Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers:** Amendment 39-
13219. Docket No. 2003-NE-13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company (formerly Beech Aircraft Corporation) propellers returned to service by T and W Propellers, Inc. of Chino, CA, and that have a propeller hub serial number (SN) listed in Table 1 of this AD. Table 1 follows:

MFG	Propeller Model	Propeller Hub S/N	Number of Blades	Work Order Number	Work Order Date
Beech	278-204	7-2148	2	4077	30-Apr-02
Hartzell	HC-C2YK-1BF	1104	2	4003	14-Mar-02
	HC-E2YR-2RBS	385	2	2696	25-Apr-01
	HC-E2YR-2RBS	400	2	2695	25-Apr-01
	HC-92ZK-2B	453F	2	4160	19-Jun-02
	HC-12MV20-7B	6305	2	2837	11-Jul-01
	BHC-A2VF-1	7102	2	2903	26-Aug-01
	HC-92ZK-2B	837F	2	4161	19-Jun-02
	HC-A2V20-4A1	AK442	2	4259	15-Aug-02
	HC-A2V20-4A1	AK480	2	2664	04-Apr-01
	BHC-C2YF-1BF	AM3003	2	4166	21-Jun-02
	BHC-C2YF-2CLKUF	AN2991E	2	4219	26-Jul-02
	BHC-C2YF-2CKUF	AN4567E	2	4147	10-Jun-02
	BHC-C2YF-2CKUF	AN463E	2	3182	28-Feb-02
	BHC-C2YF-2CLUF	AN4698E	2	4146	10-Jun-02
	BHC-C2YF-2CKLUF	AN4967E	2	3183	28-Feb-02
	BHC-C2YF-2CLKUF	AN6260E	2	4155	18-Jun-02
	HC-C2YK-1BF	AN708	2	2823	02-Jul-01
	BHC-C2YF-2CUKF	AN884E	2	4218	26-Jul-02
	HC-C2YR-4CF	AU10811B	2	3149	06-Feb-02
	HC-C2YR-2CGUF	AU2106E	2	2586	07-Feb-01
	HC-C2YR-2CUF	AU221	2	2687	17-Apr-01
	HC-C2YR-2CGUF	AU2726E	2	4112	17-May-02
	HC-C2YR-2CGLUF	AU3241	2	2856	25-Jul-01
	HC-C2YR-2CUF	AU4554	2	2905	27-Aug-01
	HC-C2YR-2CLEUF	AU5660E	2	4075	24-Apr-02
	HC-C2YR-2CEUF	AU5762	2	2909	30-Aug-01
	HC-C2YR-2CLEUF	AU5899	2	2640	22-Mar-01

HC-C2YR-2CEUF	AU6242	2	3003	01-Nov-01
HC-C2YR-2CLEUF	AU6274	2	2910	30-Aug-01
HC-C2YR-2CLEUF	AU6920	2	3127	21-Jan-02
HC-C2YR-2CUF	AU7349	2	2688	17-Apr-01
HC-C2YR-2CUF	AU7449	2	2643	23-Mar-01
HC-C2YR-2CUF	AU779	2	2686	17-Apr-01
HC-C2YR-2CEUF	AU8144A	2	4156	18-Jun-02
HC-C2YL-1BF	AX982B	2	4355	25-Sep-02
HC-E2YR-2RBSF	BD2678	2	4070	24-Apr-02
HC-E2YL-2BS	BG2900	2	2545	27-Dec-00
HC-E2YL-2BSF	BG953	2	2544	27-Dec-00
HC-E2YR-2RBSF	BP1658E	2	3029	16-Nov-01
HC-E2YR-2RBSF	BP391	2	3073	19-Dec-01
HC-E2YR-2RBSF	BP3969E	2	4307	05-Sep-02
HC-E2YR-2RBSF	BP45E	2	3028	16-Nov-01
HC-E2YR-2RBSF	BP6524E	2	4309	15-Sep-02
HC-E2YR-2RBSF	BP6533E	2	4308	19-Sep-02
HC-E2YR-2RBSF	BP7822	2	3072	19-Dec-01
HC-E2YR-2RBSF	BP8161	2	4071	24-Apr-02
HC-C2YK-1BF	CH11057E	2	3093	07-Jan-02
HC-C2YK-1BF	CH12382E	2	4331	24-Sep-02
HC-C2YK-1BF	CH13146	2	2918	04-Sep-01
HC-C2YK-1BF	CH13164E	2	2685	11-Mar-02
HC-Y2R-1BF	CH13886E	2	4152	17-Jun-02
HC-C2YR-1BF	CH14557E	2	4389	12-Nov-02
HC-C2YK-1BF	CH14698E	2	4250	08-Aug-02
HC-C2YK-1B	CH14918	2	2693	24-Apr-01
HC-C2YR-1BF	CH15324E	2	4371	20-Oct-02
HC-C2YK-1BF	CH15549	2	2980	22-Oct-01
HC-C2YK-1BF	CH16548	2	2656	26-Mar-01
HC-C2YK-1BF	CH1832E	2	4031	02-Apr-01
HC-C2YR-1BF	CH20341	2	3074	24-Dec-01

HC-C2YR-1BF	CH21736	2	3000	30-Oct-01
HC-C2YR-1BF	CH22463E	2	4113	20-May-02
HC-C2YR-1BF	CH244481E	2	3145	05-Feb-02
HC-C2YK-1BF	CH24828E	2	4207	19-Jul-02
HC-C2YK-1BF	CH25304E	2	4261	16-Aug-02
HC-C2YK-1BF	CH25818E	2	4009	18-Mar-02
HC-C2YK-1BF	CH27682	2	3054	10-Dec-01
HC-C2YK-1B	CH2800	2	2829	05-Jul-01
HC-C2YK-1BF	CH2829	2	2825	03-Jul-01
HC-C2YK-1BF	CH28344	2	2673	10-Apr-01
HC-C2YR-1BF	CH29648	2	2593	09-Feb-01
HC-C2YK-1BF	CH2993	2	2644	26-Mar-01
HC-C2YK-1BF	CH3259	2	3060	11-Dec-01
HC-C2YR-1BF	CH35413B	2	3080	03-Jan-02
HC-C2YR-1BF	CH35525B	2	3089	07-Jan-02
HC-C2YK-1BF	CH35587B	2	3186	04-Mar-02
HC-C2YK-1BF	CH35737B	2	4017	25-Mar-02
HC-C2YK-1BF	CH4826E	2	4257	13-Aug-02
HC-C2YK-1BF	CH4891	2	2540	26-Dec-00
HC-C2YK-1BF	CH5827	2	3068	17-Dec-01
HC-C2YK-1BF	CH5868	2	2604	16-Feb-01
HC-C2YK-1BF	CH5953	2	2606	28-Feb-01
HC-C2YK-1B	CH6454E	2	4316	15-Sep-02
HC-C2YK-1B	CH7120	2	2546	02-Jan-01
HC-C2YK-1BF	CH8032	2	4110	17-May-02
HC-C2YR-1BF	CH9804E	2	4180	10-Jul-02
HC-F2YR-1F	CM1111A	2	2684	17-Apr-01
HC-F2YR-1F	CM413	2	2648	28-Mar-01
HC-F2YR-1F	CM610	2	3038	28-Nov-01
HC-F2YR-1F	CM713E	2	4266	20-Aug-02
HC-F2YR-1F	CM952	2	2595	20-Feb-01
HC-E2YR-1BF	DK1067E	2	4337	30-Sep-02

HC-E2YR-1BF	DK1244E	2	4233	31-Jul-02
HC-E2YR-1BF	DK1812A	2	4235	02-Aug-02
HC-C2YR-2CLEUF	DN1287E	2	2982	22-Oct-01
HC-C2YR-4AF	DN3795	2	2959	01-Oct-01
HC-C2YK-1BF	DW317	2	3015	12-Nov-01
HC-M2YR-1BF	EN364E	2	4375	30-Oct-02
HC-M2YR-1BF	EN67	2	2833	10-Jul-01
HC-F2YL-1F	EU7	2	4128	28-May-02
HC-82VF-2B	F1626N	2	2742	18-May-01
HC-82VF-2B	F589	2	2741	18-May-01
HC-M2YR-2CEUF	FB191	2	3061	11-Dec-01
HC-M2YR-2CLEUF	FB199	2	4354	08-Oct-02
HC-M2YR-2CLEUF	FB44	2	2819	28-Jun-01
HC-M2YR-2CLEUF	FB44	2	4391	14-Nov-02
HC-M2YR-1BF	FB69	2	2683	16-Apr-01
HC-M2YR-2CEUF	FB695	2	2543	27-Dec-00
HC-F2YL-2UF	FE149	2	2560	29-Jan-01
HC-F2YL-2UF	FE171	2	2559	29-Jan-01
HC-C2YR-1B	HC4788E	2	4311	05-Sep-02
HC-A2VK-1	J1576	2	2557	08-Jan-01
HC-A2VK-1	J1665	2	4399	19-Nov-02
HC-12V20-7B	P563N	2	3006	05-Nov-01
HC-82VF-1DB	T2527N	2	2862	27-Aug-01
HC-92VF-1	T3299N	2	2790	13-Jun-01
HC-A2VF-2	Y270	2	3039	29-Nov-01
HC-B3R30-2E	AB1930	3	3087	05-Jan-02
HC-B3R30-2E	BB145	3	3086	05-Jan-02
PHC-A3VF-4	BL115	3	4406	26-Nov-02
HC-A3VF-7B	BR802	3	4224	22-Jul-02
PHC-A3VF-4	BR808	3	3049	05-Dec-01
HC-B3TN-3B	BU16047	3	4317	05-Sep-02
HC-B3TN-3B	BU18742	3	4318	05-Sep-02

	HC-B3TN-3D	BUA24344	3	2680	16-Apr-01
	HC-B3TN-2B	BUA24927	3	2985	23-Oct-01
	HC-B3TN-5	BV957	3	2894	20-Aug-01
	HC-B3TN-5FL	BVA7395	3	2679	16-Apr-01
	HC-B3TN-5FL	BVA7497	3	2883	16-Aug-01
	HC-B3TN-5G	BVA7719	3	2901	24-Aug-01
	HC-B3TH-5FL	BVA7759	3	2890	16-Aug-01
	HC-B3TN-5FL	BVA8025	3	4299	04-Sep-02
	HC-C3YR-2UF	CK4851B	3	3021	14-Nov-01
	HC-83V20-2C1	D1380N	3	4049	09-Apr-02
	HC-F3YR-2UF	DA1308	3	2773	06-Jun-01
	HC-F3YR-2UF	DA1332	3	2772	06-Jun-01
	HC-C3YN-2LAUF	DG286	3	4345	02-Oct-02
	HC-C3YN-2LAUF	DG287	3	4345	02-Oct-02
	HC-E3YR-2ATF	DJ10391A	3	4296	03-Sep-02
	HC-E3YR-2ALTF	DJ10394A	3	4297	03-Sep-02
	HC-C3YR-1RF	DY1222	3	4066	16-Apr-02
	PHC-J3YF-2UF	ED1453	3	3017	12-Nov-01
	PHC-J3YF-2UF	ED3055	3	3196	11-Mar-02
	PHC-C3YF-112F	EE1286	3	2936	17-Sep-01
	PHC-C3YF-1RF	EE267	3	4181	03-Jul-02
	PHC-C3YF-1RF	EE89	3	4124	28-May-02
	PHC-L3YF-1RF	FD99A	3	4241	05-Aug-01
	EHC-G3YF-2UF	FJ102	3	4041	04-Apr-02
	EHC-G3YF-2UF	FJ136	3	4040	04-Apr-02
	HC-E3YR-112F	FM1352B	3	4278	15-Jul-02
	HC-B4TN-5HL	E74186	4	2633	20-Mar-01
McCauley	D2A34C58-0	791088	2	2949	26-Sep-01
	B2D34C207-A	804515	2	3048	05-Dec-01
	B2D34C220-B	860844	2	3022	14-Nov-01
	B2D34C207	7910990	2	4262	15-Aug-02
	B2D37C224-B	000387	2	4199	15-Jul-02

41D5926	19627	2	2552	08-Jan-00
2A36C29-AG	59927	2	3097	08-Jan-02
2A36C29-A6	601636	2	4283	28-Aug-02
2AF36C89	61102	2	2744	18-May-01
D2AF36C48-CB	622090	2	2589	09-Feb-01
D2AF36C48-CB	622724	2	2590	09-Feb-01
2A36C23-CPEG	642372	2	2602	23-Feb-01
2A36C23-CPEG	643488	2	2743	18-May-01
2A36C23-D-CEG	653697	2	2676	11-Apr-01
D2AF34C61-XMO	662056	2	2929	10-Sep-01
2A36C23-CPG	666963	2	2555	08-Jan-01
2A34C66-CMNP	673620	2	4386	08-Nov-02
2A34C201-C	696643	2	3023	16-Nov-01
2D34C202	696932	2	2785	12-Jun-01
2A34C66-LMP	697081	2	4302	04-Sep-02
D2AF34C59-NP	698044	2	2989	24-Oct-01
2A34C66-NP	702791	2	2562	29-Jan-01
2AF34C55-NO	703122	2	2607	01-Mar-01
D2AF34C302	704356	2	3034	21-Nov-01
D2A34C58-NO	712830	2	3024	15-Nov-01
2A34C66-NOP	714193	2	2852	23-Jul-01
D2A34C58-NO	714368	2	2880	14-Aug-01
B2D34C208	715634	2	2563	02-Feb-01
2A34C66-NOP	720394	2	2647	28-Mar-01
2A34C66-NP	720799	2	3013	09-Nov-01
2A34C203-C	722149	2	2601	23-Feb-01
2A34C201-C	732285	2	2572	02-Feb-01
2A34C66-NP	734925	2	2892	20-Aug-01
D2AF34C54-NP	736511	2	2889	17-Aug-01
2A36C23-P-E6	738679	2	2705	01-May-01
2A34C66-NP	741202	2	4016	25-Mar-02
2A34C203-C	746751	2	2779	07-Jun-01

D2AF34C306	747857	2	4363	22-Oct-02
2A34C203-C	748419	2	2968	10-Oct-01
2A34C203-C	750668	2	2888	17-Aug-01
2A34C203-C	752018	2	4194	12-Jul-02
D2AF34C303-A	752971	2	2635	19-Mar-01
2A34C66-NP	753264	2	4076	29-Apr-02
2A34C203-C	756299	2	2600	23-Feb-01
2A34C203-C	757569	2	3144	05-Feb-02
B2D34C211	760569	2	4369	26-Oct-02
2A34C201	762799	2	4065	22-Apr-02
2A34C201-C	764227	2	4225	29-Jul-02
2A34C203-C	765022	2	3100	10-Jan-02
B2D34C207	765394	2	2954	28-Sep-01
B2D34C207	767372	2	4223	29-Jul-01
B2D34C212	771038	2	4264	20-Aug-02
C2A34C204-C	772536	2	2806	25-Jun-01
B2D34C212	773467	2	2913	29-Aug-01
2A34C201-C	776485	2	4315	05-Sep-02
B2D34C214	778701	2	2943	22-Sep-01
2A34C66-NP	7810001	2	2691	20-Apr-01
D2AF34C81-O	782537	2	3053	07-Dec-01
B2D34C214	783413	2	2591	12-Feb-01
B2D34C214	783690	2	2832	09-Jul-01
2A34C66-NP	783769	2	3031	19-Nov-01
2A34C216	786531	2	4188	09-Jul-02
D2AF34C307-A	786553	2	4364	22-Oct-02
B2D34C214	787223	2	4084	02-May-02
B2D34C214	787451	2	3132	30-Jan-02
2A34C66-NP	791699	2	2902	26-Aug-01
D2A34C58-0	795621	2	4099	01-May-02
B2D34C220	799931	2	2735	17-May-01
B2D34C220-B	804080	2	2573	05-Feb-01

B2D34C214-A	806619	2	2621	12-Mar-01
2A34C216	807039	2	2955	28-Sep-01
2A34C50-P	810564	2	4203	17-Jul-02
B2D34C214-A	811752	2	2782	11-Jun-01
B2D34C220	812718	2	3120	18-Jan-02
B2D34C214-A	815034	2	2778	07-Jun-01
B2D34C220	815405	2	3101	10-Jan-02
B2D34C220	821006	2	2851	20-Jul-01
B2D34C220-B	822357	2	3137	31-Jan-02
2A34C66-NP	822643	2	4144	10-Jun-02
B2D34C220-B	822736	2	4097	10-May-02
C2A34C204-C	832092	2	3148	06-Feb-02
D2AF34C307-B	851157	2	4373	29-Oct-02
2A34C203-C	891683	2	4270	21-Aug-02
B2334C53-0	900357	2	3169	18-Feb-02
2A36C23-D-G	900959	2	2977	19-Oct-01
2A34C203-C	902086	2	3185	04-Mar-02
B2D34C214	902215	2	3197	12-Mar-02
2A36C23-DG	912711	2	2582	08-Feb-01
2A34C203-B	921416	2	4236	01-Aug-02
B2D34C220-B	930262	2	4108	16-May-02
C2A34C204-C	930476	2	4202	16-Jul-02
D2AF34C81-O	962316	2	3052	07-Dec-01
D3A32C411-C	91220	3	2824	02-Jul-01
3AF32C75-NR	704725	3	2846	16-Jul-01
3PF32C501-A	812753	3	4145	10-Jun-02
3A32C406-B	814842	3	2956	28-Sep-01
3A32C406-B	821868	3	2752	23-May-01
3A32C406	922028	3	2689	18-Apr-01
3AF32C512-C	020337	3	4395	15-Nov-02
D3A32C88-ALMR	68433	3	2774	06-Jun-01
3AF34C92-K	693112	3	2536	21-Dec-00

D3A32C88-LMR	700753	3	2581	07-Feb-01
D3A32C90-MLKN	703346	3	3070	17-Dec-01
D3A32C88-MR	712006	3	4306	05-Sep-02
3AF32C93-NR	712262	3	3007	09-Nov-01
3AF34C92-NPR	725401	3	4253	09-Aug-02
3A32C76-SMR	726830	3	3115	25-Mar-02
D3A32C77-MR	727923	3	2712	01-May-01
3AF32C72-NR	732813	3	2841	12-Jul-01
3AF34C92-PR	732844	3	4366	15-Oct-02
3AF32C75-NR	739402	3	2847	16-Jul-01
3AF32C87-NR	739554	3	2554	08-Jan-01
D3A32C90-MN	761217	3	3190	06-Mar-02
3A32C76-SMR	763448	3	2821	29-Jun-01
D3A32C88-MR	764369	3	2974	16-Oct-01
D3A34C402	765820	3	2930	10-Sep-01
D3A34C402-B	769212	3	4217	26-Jul-02
3AF34C92-NPR	770540	3	2928	10-Sep-01
3AF32C87-NR	7710126	3	2553	05-Jan-01
3A32C76-SMR	772030	3	2641	23-Mar-01
D3A34C403	777494	3	2944	24-Sep-01
3AF32C87-NIR	778133	3	4004	13-Mar-02
3AF32C87-NR	780701	3	2566	01-Feb-01
D3A34C402	783312	3	3116	17-Jan-02
D3A34C402	783736	3	2715	02-May-01
3AF34C92-NPR	783751	3	4252	09-Aug-02
3AF32C87-NIR	788970	3	4039	03-Apr-02
3AF32C93-NR	789159	3	4277	26-Aug-02
3AF32C93-NR	789159	3	3008	09-Nov-01
D3A34C403	790582	3	4096	09-May-02
3A32C76-SMR	7910885	3	4085	02-May-02
3A32C76-SMR	791330	3	3042	03-Nov-01
D3A34C402	792767	3	4244	05-Nov-02

3A32C76-SMR	793937	3	3103	12-Sep-01
3A32C76-UMR	794268	3	2868	31-Jul-01
D3A34C404-C	794365	3	4402	22-Nov-02
D3A34C402-B	794599	3	3035	31-Oct-01
3AF32C87-NR	794951	3	2876	10-Aug-01
3A32C76-UMR	795657	3	2799	20-Jun-01
3AF32C87-NR	795913	3	2984	23-Oct-01
D3A34C402	796810	3	3123	21-Jan-02
3A32C76-UMR	797065	3	2701	27-Apr-01
3A32C76-SMR	801913	3	4238	02-Aug-02
D3A34C402-B	802285	3	2732	14-May-01
D3A34C402	811314	3	4365	24-Oct-02
D3A34C402	811314	3	4365	30-Dec-02
3FF32C501-A	812626	3	3064	14-Dec-01
3FF32C501-A	812685	3	3065	14-Dec-01
3A32C76-SMR	813109	3	4048	09-Apr-02
3AF34C92-PR	813549	3	2629	14-Mar-01
3AF32C87-NR	814072	3	2965	08-Oct-01
3A32C406-B	821336	3	2797	19-Jun-01
3A32C406-B	821659	3	4163	20-Jun-02
3A32C406-B	821864	3	4059	16-Apr-02
D3A34C402-B	822071	3	4131	30-May-02
3AF34C92-PR	851435	3	4367	25-Oct-02
3A32C409	860038	3	2723	08-May-01
3AF32C504-B	861373	3	2983	23-Oct-01
D3A32C409-C	890285	3	2858	25-Jul-01
3A32C406-C	891080	3	4394	15-Nov-02
3AF32C505-B	891968	3	2997	30-Oct-01
3AF32C512-C	901517	3	4393	14-Nov-02
3AF32C512-C	901523	3	4392	14-Nov-02
C3D36C415-C	901743	3	2598	27-Feb-01
3AF32C504-C	910236	3	2964	08-Oct-01

3A32C406-C	910908	3	4401	20-Nov-02
3A32C406-C	921717	3	2551	05-Jan-01
D3A32C409-C	922374	3	2639	31-Mar-01
D3A32C409-C	932027	3	3010	09-Nov-01
3AF34C92-R	932083	3	2653	29-Mar-01
3AF34C92-K	932104	3	2654	29-Mar-01
D3A34C402-C	932139	3	4204	18-Jul-02
3AF32C515	961848	3	4028	01-Apr-02
3AF32C515	961855	3	4029	01-Apr-02
B3D32C417-C	961934	3	4313	09-Sep-02
3AF32C512-C	971389	3	4183	05-Jul-02
3AF32C512-C	971569	3	4182	05-Jul-02
D3A34C402-C	980569	3	2605	27-Feb-01
D3A34C404-C	982779	3	4353	08-Oct-02
1C160/DTM7557	728381	Fixed pitch	2975	17-Oct-01
1C160/DTM7553	734129	Fixed pitch	2549	03-Jan-01
1B90/CM7044	26224	Fixed pitch	2758	29-May-01
1B90/CM7154	32697	Fixed pitch	2757	24-May-01
1A170/DM7651	61112	Fixed pitch	4164	20-Jun-02
1A170/DM7651	62877	Fixed pitch	4098	10-May-02
1A170/DM7653	63366	Fixed pitch	3081	02-Jan-02
1A175/FC8467	66725	Fixed pitch	2734	15-May-01
1C172/EM7654	70354	Fixed pitch	2756	23-May-01
1C172/EM7552	70649	Fixed pitch	2717	04-May-01
1C160/CTM7554	710178	Fixed pitch	2623	12-Mar-01
1C160/CTM7553	710495	Fixed pitch	3090	07-Jan-02
1C160/CTM7553	721463	Fixed pitch	4300	14-Sep-02
1C160/CTM7557	725675	Fixed pitch	2804	22-Jun-01
1C160/CTM7557	725685	Fixed pitch	2737	17-May-01
1C160/DTM7553	726476	Fixed pitch	2731	14-May-01
1C160/DTM7557M1	729559	Fixed pitch	2713	01-May-01
1C160/DTM7555	729858	Fixed pitch	4037	02-Apr-02

1C160/DTM7557	730646	Fixed pitch	4104	15-May-02
1C160/DTM7557M1	733907	Fixed pitch	2580	06-Feb-01
1C160/DTM7557M1	734350	Fixed pitch	4379	31-Oct-02
1C160/DTM7557M1	735796	Fixed pitch	2784	11-Jun-01
1C160/DTM7557M1	735893	Fixed pitch	2583	07-Feb-01
1A103/TCM6958	770810	Fixed pitch	2850	20-Jul-01
1A103/TCM6958	772113	Fixed pitch	2776	06-Jun-01
1A103/TCM6958	773931	Fixed pitch	4276	23-Aug-02
1A103/TCM6958	775216	Fixed pitch	3170	19-Feb-02
1A103/TCM6958	775787	Fixed pitch	2667	05-Apr-01
1A103/TCM6958	776415	Fixed pitch	2740	18-May-01
1A103/TCM6958	776670	Fixed pitch	4122	28-May-02
1C160/DTM7557M1	82161	Fixed pitch	4213	24-Jul-02
1C160/DTM7557M1	BL193	Fixed pitch	2814	27-Jun-01
1C160/DTM7557M1	CC042	Fixed pitch	2599	25-Feb-01
1C160/DTM7557M1	CK208	Fixed pitch	2775	06-Jun-01
1A103/TCM6958	DG020	Fixed pitch	2853	24-Jul-01
1C172/MTM7453	E10939	Fixed pitch	4378	31-Oct-02
1C172/MTM7653	E13563	Fixed pitch	4407	27-Nov-02
1C172/SBTM7359	E17057	Fixed pitch	2625	14-Mar-01
1C172/TM7653	E8301	Fixed pitch	3164	16-Feb-01
1A100/MCM6950	F3506	Fixed pitch	4154	18-Jun-02
1A100/MCM6950	F5414	Fixed pitch	2567	02-Feb-01
1A100/MCM6952	F726	Fixed pitch	4024	01-Apr-02
1A101/HCM6948	G11294	Fixed pitch	2570	02-Feb-01
1A102/OCM6948	K20061	Fixed pitch	2665	04-Apr-01
1A103/TCM6958	KK036	Fixed pitch	4109	17-May-02
1A170/BMS7660	LA044	Fixed pitch	4008	18-Mar-02
1C160/DTM7557M1	MK010	Fixed pitch	2699	25-Apr-01
1A103/TCM6958	NA012	Fixed pitch	2663	20-Apr-01
1A170/EFA7553	P76815	Fixed pitch	2878	13-Aug-01
1C172/MDM7653	P79270	Fixed pitch	4081	02-May-02

	1A170/FFA7563	P80498	Fixed pitch	4240	05-Aug-02
	1A103/TCM6958	PEJ039	Fixed pitch	4126	27-May-02
	1A103/TCM6958	PR775211	Fixed pitch	2786	12-Jun-01
	1C235/LFA7570	QF016	Fixed pitch	4184	08-Jul-00
	1C235/LFA7570	QK008	Fixed pitch	2973	15-Oct-01
	1A103/TCM6958	R771635	Fixed pitch	4087	06-May-02
	1A103/TCM6958	R771922	Fixed pitch	2634	19-Mar-01
	1A103/TCM6958	R772681	Fixed pitch	2879	14-Aug-01
	1A103/TCM6958	R773668	Fixed pitch	2840	12-Jul-01
	1A103/TCM6958	R774213	Fixed pitch	4044	08-Apr-02
	1A103/TCM6958	R774509	Fixed pitch	2803	21-Jun-01
	1A103/TCM6958	R774950	Fixed pitch	2844	09-Jul-01
	1A103/TCM6958	R775395	Fixed pitch	2842	12-Jul-01
	1A103/TCM6958	R776149	Fixed pitch	2759	29-May-01
	1A103/TCM6958	R776150	Fixed pitch	4265	20-Aug-02
	1A103/TCM6958	RG038	Fixed pitch	2657	30-Mar-01
	1A103/TCM6958	RGA026	Fixed pitch	2769	05-Jun-01
	1A103/TCM6958	RP773661	Fixed pitch	4281	27-Aug-02
	1A103/TCM6958	RP774339	Fixed pitch	4282	27-Aug-02
Sensenich	76EM8S5-0-60	11495K	Fixed pitch	4106	16-May-02
	76EM8S5-0-62	12489K	Fixed pitch	2603	26-Feb-01
	76EM8S5-0-60	14861K	Fixed pitch	3121	19-Jan-02
	76EM8S5-0-60	15777K	Fixed pitch	4205	26-Jun-01
	76EM8S510-0-63	18122K	Fixed pitch	4239	17-Jul-02
	M74DM6-0-56	18893	Fixed pitch	2597	21-Feb-01
	76EM8S5-0-60	19209K	Fixed pitch	4014	20-Mar-02
	76EM8S5-0-60	20605K	Fixed pitch	2565	31-Jan-01
	76EM8-0-60	23378K	Fixed pitch	4001	13-Mar-02
	76AM6-2-50	23553	Fixed pitch	4404	25-Nov-02
	76EM8S5-0-60	25510K	Fixed pitch	4170	26-Jun-02
	76EM8S10-0-62	26282K	Fixed pitch	3018	12-Nov-01
	76EM8S14-0-60	26431K	Fixed pitch	2703	30-Apr-01

76EM8S5-0-62	26714K	Fixed pitch	2791	13-Jun-01
76EM8S10-0-62	27114K	Fixed pitch	2867	01-Aug-01
76EM8S5-0-62	27651K	Fixed pitch	4007	15-Mar-02
76EM8S14-0-60	28769K	Fixed pitch	4149	11-Jun-02
76EM8S5-0-60	30364K	Fixed pitch	2767	04-Jun-01
76EM8-0-60	41649K	Fixed pitch	2939	18-Sep-01
74DM6-0-56	A43974	Fixed pitch	2745	21-May-01
74DM6-0-58	A44432	Fixed pitch	4129	30-May-02
74DM6-0-60	A45853	Fixed pitch	4200	16-Jul-02
74DM6-0-60	A47606	Fixed pitch	4139	05-Jun-02
74DM6-0-60	A48300	Fixed pitch	2592	09-Feb-01
74DM6-2-64	A51317	Fixed pitch	2666	04-Apr-01
M69CK-0-52	K1150	Fixed pitch	4209	22-Jul-02
M74DM-0-56	K12256	Fixed pitch	4072	24-Apr-02
72CKS12-0-52	K3278	Fixed pitch	2914	30-Aug-01
74DM6-0-58	K33644	Fixed pitch	2845	16-Jul-01
74DM6S5-0-54	K34229	Fixed pitch	4091	08-May-02
74DM6-2-62	K36552	Fixed pitch	3002	01-Nov-01
74DM6S5-0-54	K37994	Fixed pitch	4320	10-Sep-02
74DM6-0-58	K39012	Fixed pitch	4107	16-May-02
69CKS12-0-50L	K6518	Fixed pitch	2561	29-Jan-01
M74DM-0-58	K6931	Fixed pitch	4132	25-May-02

Unsafe Condition

(d) This AD is prompted by the results of a National Transportation Safety Board (NTSB) investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by T and W Propellers, Inc. We are issuing this AD to detect unsafe conditions that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(e) If you have not already performed the actions required by this AD, you must perform the actions within the compliance times specified in this AD.

Required Actions

(f) For propellers listed in Table 1 of this AD, that have been overhauled since being returned to service by T and W Propellers, Inc by an authorized repair station other than T and W Propellers, Inc., no further action is required.

Propellers With Fewer Than 10 Hours Time-in-Service (TIS) Since Return to Service

(g) Before further flight, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have fewer than 10 hours time-in-service (TIS) since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(h) Perform the following actions:

- (1) Disassemble,
- (2) Clean,
- (3) Inspect for the following:
 - (i) Cracks,
 - (ii) Corrosion,
 - (iii) Nicks,
 - (iv) Scratches,
 - (v) Blade minimum dimensions,
 - (vi) Chemical conversion coat or paint or both applied over corrosion,
 - (vii) Lack of chemical conversion coating,
 - (viii) Lack of paint on internal surfaces,
 - (ix) Bolts incorrectly torqued,
 - (x) Incorrect parts,
 - (xi) Incorrect installation of parts,
 - (xii) Reinstallation of parts intended for one-time use, and
 - (xiii) Lack of proper shot peening.
- (4) Repair and replace with serviceable parts, as necessary,
- (5) Reassemble and test.

Propellers With 10 Hours or More TIS Since Return to Service

(i) Within 10 hours TIS after the effective date of this AD or one year after the effective date of this AD, whichever is earlier, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have 10 hours or more TIS since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

Required Actions Before Installation

(j) After the effective date of this AD, do not install any propeller that has a SN listed in Table 1 of this AD returned to service by T and W Propellers, Inc. unless you have performed paragraph (h) of this AD on the propeller.

Alternative Methods of Compliance (AMOCs)

(k) You must request AMOCs as specified in 14 CFR 39.19. All AMOCs must be approved by the Manager, Chicago Aircraft Certification Office, FAA.

Special Flight Permits

(l) We will not issue special flight permits for propellers with fewer than 10 hours TIS since return to service by T and W Propellers, Inc.

Material Incorporated by Reference

(m) None.

Related Information

(n) The applicable propeller manufacturer's service documents contain instructions for performing the required overhaul actions.

Issued in Burlington, Massachusetts, on June 26, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-P

BW 2003-14

**TEXTRON LYCOMING
AIRWORTHINESS DIRECTIVE
ENGINE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2003-14-03 Textron Lycoming: Amendment 39-13222. Docket No. 97-ANE-50-AD. Supersedes AD 98-18-12, Amendment 39-10728.

Applicability: This airworthiness directive (AD) is applicable to Textron Lycoming IO-320, LIO-320, IO-360, HIO-360, TIO-360, LTIO-360, GO-435, GO-480, IGO-480-A1B6, IO-540, IGO-540, AEIO-540, HIO-540, TIO-540, LTIO-540, TIGO-541, IO-720, and TIO-720 reciprocating engines, with Crane/Lear Romec RG9080, RG9570, and RG17980 series "AN" rotary fuel pumps listed in Table 1 installed. Table 1 follows:

TABLE 1.—APPLICABLE PUMP CROSS REFERENCE LIST

Lear/Romec Series	Textron Lycoming Part Number (P/N)
RG9080F2	68262, 68262-85
RG9080J4A	LW-13909, LW-13909-85
RG9080J6A	LW-14444, LW-14444-85
RG9080J7A	LW-13920, LW-13920-85
RG9080J8A	LW-15740, LW-15740-85
RG9570K1	62E22288
RG9570P/P1	LW-19012
RG17980	74547, 74547-85
RG17980A	76188, 76188-85
RG17980D	76486, 76486-85
RG17980E	77443, 77443-85
RG17980J	78993, 78993-85
RG17980K	LW-11166, LW-11166-85
RG17980P	LW-12534, LW-12534-85
RG17980U	62D21153, 62D21

These engines are installed on, but not limited to fuel injected, reciprocating engine-powered aircraft manufactured by Cessna, The New Piper, Inc., Mooney, Raytheon (Beech), Bellanca, Champion, Partenavia, Rockwell, Schweizer, Enstrom, Aerospatiale (SOCATA), Maule, Aero Commander, Helio, Hiller, and Pacific Aerospace Corp.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an

assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless already done.

To prevent rotary fuel pump leaks, which could result in an engine failure, engine fire, and damage to or loss of the aircraft, accomplish the following:

(a) If the Lear/Romec part number (P/N) on rotary fuel pumps, series RG9080, RG9570, or RG17980 has an "/M" suffix, the pump has been modified, and no further action is required.

(b) If the P/N does not have an "/M" suffix, perform initial and follow-up torque check inspections of pump relief valve attaching screws in accordance with the Accomplishment Instructions of Lycoming Service Bulletin (SB) No. 529B, dated June 10, 2002, as follows:

(1) Within 10 hours time-in-service (TIS), or 30 days after the effective date of this AD, whichever occurs first, perform the initial torque check inspection. If the torque does not meet the specifications in Lycoming SB No. 529B, dated June 10, 2002, tighten screws to the required torque in accordance with that SB.

(2) Perform follow-up torque check inspections at 50 hour intervals TIS, or 6 months since the previous torque check inspection, whichever occurs first. If the torque does not meet the specification in Lycoming SB No. 529B, dated June 10, 2002, during this follow-up inspection, tighten screws to the required torque in accordance with that SB.

(3) Continue the follow-up torque check inspections required by paragraph (a)(2) of this AD until:

(i) The accumulation of 100 hours TIS since the inspection with the torque remaining within the SB specification; or

(ii) The torque meets the SB specification during the initial inspection and a subsequent inspection taking place after accumulating an additional 50 hours TIS also meets the SB specification.

(4) After the accumulation of 100 hours TIS since the inspection with the torque remaining within the SB specification; visually inspect the pump at 50-hour intervals until the pump is replaced with a modified pump (with the "/M" after the part number).

(c) Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with an unmodified pump (without the "/M" after the part number) requires repeating the initial and follow-up inspections in accordance with paragraph (b) of this AD.

Optional Terminating Action

(d) Replacement of a rotary fuel pump series RG9080, RG9570, or RG17980, with a modified pump (with the "/M" after the part number) constitutes terminating action for the inspection requirements specified in paragraphs (b)(1) through (b)(4) of this AD.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(g) The actions must be done in accordance with Lycoming Service Bulletin No. 529B, dated June 10, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lycoming, 652 Oliver St., Williamsport, PA 17701; telephone (717) 327-7080; fax (717) 327-7100. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on August 14, 2003.

Issued in Burlington, Massachusetts, on June 30, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-17019 Filed 7-9-03; 8:45 am]

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BW 2003-14

**MD HELICOPTERS, INC.
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2003-14-51 MD HELICOPTERS, INC.: Docket No. 2003-SW-33-AD. Supersedes Emergency AD 2003-13-51, Docket No. 2003-SW-27-AD.

Applicability: Model MD900 helicopters, serial number 900-00008 through 900-00114, with main rotor blade retention bolt (bolt), part number 900R3100001-103, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a bolt, loss of a main rotor blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, remove, inspect, and reinstall the bolt in accordance with the Accomplishment Instructions, paragraph 2.B., of MD Helicopters Service Bulletin SB900-092 R1, dated June 30, 2003 (SB). If segments do not move freely or a crack is found, replace the bolt with an airworthy bolt before further flight.

(b) Thereafter, before each start of the engines, for each bolt with 400 or more hours time-in-service (TIS) or if the hours TIS is not available for each bolt, visually check each bolt as follows:

(1) Check that the position of each installed bolt has not shifted upward.

(2) Check for a gap between the thrust washer and retainer.

(3) An owner/operator (pilot), holding at least a private pilot certificate, may perform the visual check required by this paragraph and must enter compliance into the aircraft maintenance records in accordance with 14 CFR sections 43.11 and 91.417(a)(2)(v).

(c) If a bolt has shifted upward or if there is no gap between the thrust washer and retainer (the gap indicates that the O ring is intact), before further flight, inspect the bolt in accordance with the Accomplishment Instructions, paragraph 2.B., of the SB.

(d) After accomplishing paragraph (a) of this AD, thereafter, at intervals not to exceed 6 hours time-in-service, for bolts with 400 or more hours TIS, do a cam lever force inspection on each bolt, without removing the bolt, in accordance with the Accomplishment Instructions, paragraphs 2.B.(3) and 2.B.(6) of the SB.

(e) Within 30 days, for bolts with 400 or more hours TIS, disassemble, inspect, and reinstall each airworthy bolt in accordance with the Accomplishment Instructions, paragraph 2.C. of the SB, except you are not required to report inspection results to MD Helicopters, Inc. If a crack, fretting, or corrosion is found, replace the bolt with an airworthy bolt before further flight.

(f) Before accumulating 400 hours TIS, for bolts with less than 400 hours TIS, disassemble, inspect, and reinstall each airworthy bolt in accordance with the Accomplishment Instructions, paragraph 2.C. of the SB, except you are not required to report inspection results to MD Helicopters, Inc. If a crack, fretting, or corrosion is found, replace the bolt with an airworthy bolt before further flight.

(g) Accomplishing paragraphs (e) or (f) of this AD constitutes terminating action for all of the requirements of this AD.

(h) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Los Angeles Aircraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(i) Copies of the applicable service information may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-891-6782, or on the web at www.mdhelicopters.com.

(j) Emergency AD 2003-14-51, issued July 2, 2003, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Jon Mowery, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5322, fax (562) 627-5210.

Issued in Fort Worth, Texas, on July 2, 2003.

David A. Downey,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.